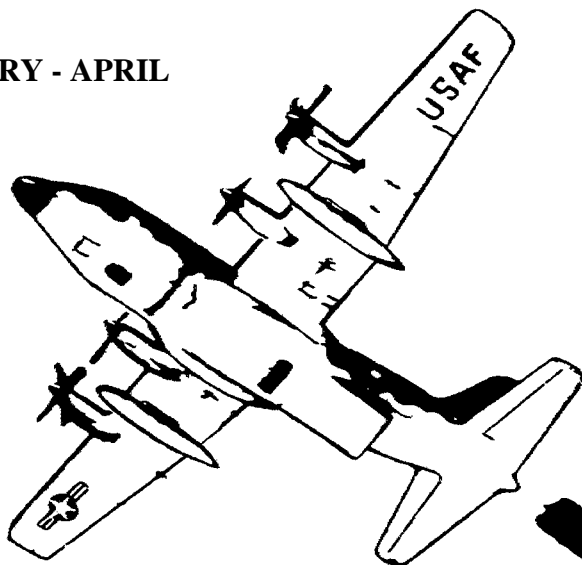


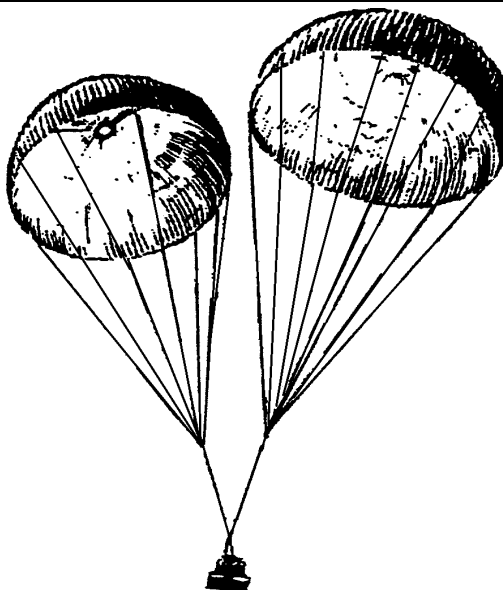
JANUARY - APRIL

VOLUME I 1997



TRIENNIAL

**AIRDROP REVIEW
AND
MALFUNCTION/SAFETY
ANALYSIS**



PREPARED BY
THE US ARMY QUARTERMASTER SCHOOL
FORT LEE, VIRGINIA 23801-1502

AIRBORNE CREED

I am an Airborne trooper! A paratrooper!

I jump by parachute from any plane in flight. I volunteered to do it, knowing well the hazards of my choice.

I serve in a mighty Airborne Force—famed for deeds in war—renowned for readiness in peace. It is my pledge to uphold its honor and prestige in all I am—in all I do.

I am an elite trooper—a sky trooper—a shock trooper—a spearhead trooper. I blaze the way to far-flung goals—behind, before, above the foe's front line.

I know that I may have to fight without support for days on end. Therefore, I keep mind and body always fit to do my part in any airborne task. I am self-reliant and unafraid. I shoot true, and march fast and far. I fight hard and excel in every art and artifice of war.

I never fail a fellow trooper. I cherish as a sacred trust the lives of men with whom I serve. Leaders have my fullest loyalty, and those I lead never find me lacking.

I have pride in the Airborne! I never let it down!

In peace, I do not shirk the dullest duty nor protest the toughest training. My weapons and equipment are always combat ready. I am neat of dress—military in courtesy—proper in conduct and behavior.

In battle, I fear no foe's ability, nor underestimate his prowess, power and guile. I fight him with all my might and skill—ever alert to evade capture or escape a trap. I never surrender, though I be the last.

My goal in peace or war is to succeed in any mission of the day—or die, if needs be, in the try.

I belong to a proud and glorious team—the Airborne, the Army, my Country. I am its chosen pride to fight where others may not go—to serve them well until the final victory.

*I am a trooper of the sky! I am my Nation's best!
In peace and war I never fail. Anywhere, anytime, in anything—
I am AIRBORNE!*

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PREFACE

The airdrop review and malfunction/safety analysis is published by the US Army Quartermaster School in hopes that by “passing the word” the malfunction rate within the Armed Forces may be minimized. The review and analysis in this issue covers the period 1 January - 30 April 1997.

POC AND MAILING ADDRESS

The POC for Airdrop Malfunction Reports, Monthly Airdrop Summary Reports, and any other information concerning the Airdrop Review and Malfunction/Safety Analysis is Mr. Roger Hale. All correspondence for the above reports and analysis should be addressed to:

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USA QUARTERMASTER CENTER AND SCHOOL
1010 SHOP ROAD
FORT LEE VA 23801-1502**

REPORTS AND ANALYSES

The Malfunction Review Board met at Fort Lee on 11-12 June 1997.

A breakdown of the areas in which malfunctions occurred from 1 January through 30 April 1997 follows:

<u>CATEGORY</u>	<u>QUANTITY</u>
Containers/CRRC	14
Platforms	
LVAD	18
Personnel	22

All DD Forms 1748-2 (Airdrop Malfunction Report (Personnel-Cargo)) are reviewed, and any identifying information is removed. Block 24 is annotated to include both Army and Air Force references if only one is given. No grammatical editing is done to the reports.

CARGO MALFUNCTION REPORTS AND ANALYSIS

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 240	12. SURFACE WINDS (Knots) CALM	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 970 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-14 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 737
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) CDS exited aircraft normally. Both G-14s deployed. One immediately separated. There was no damage to the load.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) One of the G-14s 120-inch connector strap was not connected to the G-12 suspension clevis. This will be an emphasis item for all squadron riggers.				

CONTINUED ON NEXT PAGE

ANALYSIS: 1

WHAT WAS THE MALFUNCTION?

The parachute separated from the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The 120-inch connector strap was not properly rigged.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Both riggers and JAI need to pay attention to proper rigging procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 425 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 320	12. SURFACE WINDS (Knots) 8	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS/970 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E/1	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 737
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The CDS exited normally. Immediately after deployment of the 68-inch pilot parachute, the 111-inch deployment line separated from the G-12E. The CDS then did a freefall. The load was destroyed.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>The 111-inch deployment line was completely frayed at its midpoint. There was no evidence of a slice or cut. It was totally frayed. Eyewitness reports noted more than usual turbulence affecting the CDS. It also turned approximately 90 degrees over. A preliminary investigation suspects the 111-inch line contacted the skidboard. All 111-inch lines have been inspected for any indication of wear marks (1 other one found).</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 2

WHAT WAS THE MALFUNCTION?

The 111-inch strap broke. The G-12E failed to deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Improve the inspection procedures on the material.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 372	12. SURFACE WINDS (Knots) 210/6	13. VISIBILITY (Feet/Miles) CLEAR +7

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS/5175	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3 TO 13C7-1-11 CHAPTER 10	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	<input checked="" type="checkbox"/>	CDS RELEASE GATE
		NO. PLATFORMS	NO. CONTAINERS 5	OTHER (Explain)
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26' HV/1	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Pulley: FS 617 Gate: FS 677

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This malfunction occurred on a day formal training unit (FTU) local mission dropping two 5-bundle CDS loads on two separate passes across the DZ. On the second pass, the 26-foot cargo parachutes on the last three bundles that exited the aircraft elongated but failed to inflate. The loads were partially destroyed; however, there was no damage to the aircraft or any injury to personnel.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

An investigation of the parachutes on the DZ revealed that they were entangled with each other. Interviews with the DZ recovery team and an inspection of the aircraft indicated the initial deployment phase of the parachutes functioned properly. An inspection of the deployment bags, canopies and suspension lines revealed only normal wear and tear. Some of the suspension lines had evidence of burning and chaffing; although this was incidental contact with the A-22 containers and it occurred when the containers and canopies impacted the DZ. The DZ recovery team indicated that the three parachutes entangled with each other approximately at the end of the deployment phase, or just under the aircraft tail and fell together as one group. Before impacting the ground, the fourth canopy separated from the group. All five bundles exited together and the first two functioned correctly. The third and fifth canopies appeared to entangle with the fourth canopy as they departed the aircraft. The malfunctioning parachutes had no more than four drops each. It could not be determined what caused the parachutes to entangle.

CONTINUED ON NEXT PAGE

ANALYSIS: 3

WHAT WAS THE MALFUNCTION?

The canopies failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Air starvation.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Drop fewer bundles per pass.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 600 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 340	12. SURFACE WINDS (Knots) 11	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 990 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E/1	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 737
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The type 26 CDS gate did not cut. The load was restrained and drop aborted. No damage was incurred.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) There were no apparent rigging errors. The retriever winch was tested adn found to be within specifications. Inspection upon landing revealed the type 26 was bunched and curled in the knife. This was an old style guillotine knife that forms a V at the bottom. The gate never fully slid down into the V. The blade was sharp. This knife was removed from use (it was the only one of this style on the station).				

CONTINUED ON NEXT PAGE

ANALYSIS: 4

WHAT WAS THE MALFUNCTION?

The gate failed to cut.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper equipment.
2. Using outdated equipment and procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Use proper equipment and procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 700 AGL	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 328 AGL	12. SURFACE WINDS (Knots) 1-3 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT 1300 LBS A-22 CDS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 16	
26. TYPE PLATFORM/AIR-DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER 1 X G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE 68-Inch Pilot Parachute	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Failure of recovery parachute (G-12E) to inflate caused load to hit extremely hard. Destroyed skid board, broke nylon webbing of A-22 container, and caused several sand boxes (ballast/load) to break.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Packing procedures and maintenance procedures were not correct.				

CONTINUED ON NEXT PAGE

ANALYSIS: 5

Not enough information to make a determination.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not enough information to determine the cause.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not enough information.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT DC-3	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 500 FT AGL	10. ACFT SPEED (Knots) 90K	11. DZ ELEVATION (Feet) 525 FEET	12. SURFACE WINDS (Knots) 3K	13. VISIBILITY (Feet/Miles) CLEAR

III. CARGO				
23. TYPE LOAD AND WEIGHT A-21 380 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	Door Bundle GMRS
26. TYPE PLATFORM/AIR-DROP CONTAINER A-21	27. TYPE PARACHUTE AND NUMBER G-13 Cargo	28. SIZE EXTRACTION/RELEASE PARACHUTE None	29. LENGTH OF REEFING LINE None	30. POSITION OF LOAD IN AIRCRAFT In door
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Parachute deployed but failed to inflate (cigarette roll).				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) During deployment, the last two feet of the skirt of the canopy were caught under the riser. This kept the skirt from opening and kept the parachute from opening.				

CONTINUED ON NEXT PAGE

ANALYSIS: 6

WHAT WAS THE MALFUNCTION?

Parachute failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not enough information to determine the cause.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not enough information.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 372	12. SURFACE WINDS (Knots) 240/13	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 5153	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 CHAPTER 10	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) CVR
		NO. PLATFORMS	NO. CONTAINERS 5	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot High-Velocity/1	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Pulley: FS 617 Gate: FS 677
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) This malfunction occurred on a day formal training unit (FTU) local training mission dropping two 5-bundle CDS loads on two separate passes across the DZ. On each pass, the 26 foot cargo parachutes on the third to exit the aircraft elongated but failed to inflate. The loads were partially destroyed; however, there was no damage to the aircraft or any injury to personnel.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) An investigation of the parachutes on the DZ revealed that the hook snap fasteners on three suspension webs were either broken; i.e., the rivet was coming loose, or they were missing altogether. The DZ recovery team stated that just after the initial deployment phase, one suspension web on the first bundle and two suspension webs on the second bundle released from their D-rings. They likely released during the recoil produced after the opening shock. The parachute's failure to inflate was a direct result of this material failure. The faulty suspension webs were dated Sep 1992 and Oct 1992 and were manufactured by Hillco Mfg, Part #50T7077. A Quality Deficiency Report was submitted.				

CONTINUED ON NEXT PAGE

ANALYSIS: 7

WHAT WAS THE MALFUNCTION?

The parachute failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. The suspension web separated from the load.
2. The equipment was worn out.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Closer inspection on the equipment by riggers.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 372	12. SURFACE WINDS (Knots) 080/4	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1025	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 CHAPTER 10	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) CVR
		NO. PLATFORMS	NO. CONTAINERS 4	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26' HV/1	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Pulley: FS 617 Gate: FS 677
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>This malfunction occurred on a night formal training unit (FTU) local mission dropping a 4-bundle CDS load. The extraction and deployment phases functioned properly; however, approximately 15 feet above the ground, the parachute released from the load. The load was partially destroyed; however, there was no damage to the aircraft or any injury to personnel.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>An investigation of the 26-foot cargo parachute revealed that the stitching on the riser extensions came undone and released from the suspension lines. This parachute had only two drops on it and was dated May 1995, serial number 13141. We have pulled this year lot from use and have submitted a Quality Deficiency Report.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 8

WHAT WAS THE MALFUNCTION?

The parachute released from the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The riser stitching failed.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform better before load inspections.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 400 AGL	10. ACFT SPEED (Knots) 130 KCAS	11. DZ ELEVATION (Feet) 125'	12. SURFACE WINDS (Knots) 190 @ 10	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT CRS @ 375 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS N/A	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER CRS	27. TYPE PARACHUTE AND NUMBER 1 X G-14	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT F.S. 730
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) As CRS bundle exited the aircraft, it tumbled aft just as the parachute was being elongated. The parachute did not open thus causing the bundle to crash into the ground. The bundle was damaged beyond repair.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) During the deployment phase of the parachute (because of the tumbling of the bundle), the suspension lines lower lateral band came in contact with one of the G-13 clevis cotter pins breaking it in half. As soon as the load began to straighten itself, pressure was relieved from the side where the cotter pin was broken which caused the lower lateral band to ride up the suspension lines of the side that was still connected to the CRS bundle. Upon examination of the load, it was noted that there was a punctured hole in the lower lateral band as well as burns where the band slid up the suspension lines.				

CONTINUED ON NEXT PAGE

ANALYSIS: 9

WHAT WAS THE MALFUNCTION?

The parachute failed to open.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The parachute caught on the G-13 clevis cotter pin.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper rigging procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) N/A	10. ACFT SPEED (Knots) N/A	11. DZ ELEVATION (Feet) N/A	12. SURFACE WINDS (Knots) N/A	13. VISIBILITY (Feet/Miles) N/A

III. CARGO				
23. TYPE LOAD AND WEIGHT Replicated Ammo 24,395	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-53/ TO 13C7-18-41	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) CVR Pulley at FS 617
		NO. PLATFORMS	NO. CONTAINERS 12	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Cargo Bag	27. TYPE PARACHUTE AND NUMBER 1 - G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Left Stick

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

On takeoff roll, the outboard left Van Zelm ratchet released the type 26 nylon release gate allowing the left stick to roll aft and strike the ramp roller conveyors. The left inboard and left outboard ramp roller conveyors were destroyed. Cost to replace and repair is \$3,500.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

1. The aircraft loadmasters stated that on takeoff roll they heard a loud pop and the left stick of a CVR CDS airdrop rolled aft and struck the roller conveyors on the ramp damaging the two left ramp roller conveyor sections. This was confirmed by the observer/controller loadmaster on board. The Van Zelm had the required 1 1/2 turns around the spool by the type 26 nylon.

2. This incident occurred on the second airdrop of the day. The first CVR CDS airdrop had 12 bundles in two sticks of six weighing approximately 12,000 pounds. The second lift had 12 bundles in two sticks of six weighing about 24,000 pounds. The Van Zelm ratchet that holds the Type 26 nylon release gate had released and let the nylon gate slip through. This allowed the load to roll aft, striking the ramp of the aircraft. The observer/controller and I examined the Van Zelm ratchet. The 550 cord safety that is used to pull the Van Zelm ratchet outboard when the release gate is cut was caught in the teeth of the pawl used to tighten and lock the Van Zelm ratchet. The 550 cord was almost completely cut (continued next page)

CONTINUED ON NEXT PAGE

32. CAUSE OF MALFUNCTION/FAILURE (continued)

through except for three strands of the inner core of the 550 cord. The tie was routed over the ratchet. The rigging procedures for this tie state this 550 cord tie will be to the body of the Van Zelm ratchet and to a point outboard and aft of the ratchet. This tie pulls the ratchet out of the way of the CDS load as it exits the aircraft.

3. I suspect that the 550 cord tie used to pull the Van Zelm ratchet outboard had somehow been caught in the pawl and not let the handle release mechanism fully seat in the locked position. This allowed the Van Zelm ratchet to release when the weight of the CDS bundles was applied to it on takeoff roll.

4. Recommendations: The body of this model of Van Zelm only allows two places to tie the 550 cord safety tie, one of which allows the tie to slide into the teeth of the pawl. The C-130-9 is not specific in whether the tie can be routed over or under the ratchet. The position and routing of the tie could be a contributing factor when using this model of Van Zelm. A Quality Deficiency Report will be submitted on the Van Zelm ratchet.

ANALYSIS: 10

WHAT WAS THE MALFUNCTION?

The gate released from the Van Zelm.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Too many wraps on the Van Zelm causing it to not lock.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Pay more attention to the number of wraps and ensure Van Zelm properly locks.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 917 AGL	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 426 (MSL)	12. SURFACE WINDS (Knots) 3 KNOTS	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS (48" x 48") 1200 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS N/A	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1 EA)	28. SIZE EXTRACTION/RELEASE PARACHUTE 68-inch Pilot Parachute	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT FS 500
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At the release point (GREEN LIGHT), the static line retriever failed to activate. Hence, the release gate failed to cut and load failed to exit. The loadmasters accomplished the malfunction checklist IAW 55-130, volumn 2. NOTE: The pulley was rigged at FS 550.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) It was determined that the cause of the malfunction was due to a cracked current limiter switch. The condition of this switch disrupted electrical power to the static line retriever. The aircrew did not contribute to this malfunction. System preflighted "Good".				

CONTINUED ON NEXT PAGE

ANALYSIS: 11

WHAT WAS THE MALFUNCTION?

The gate failed to cut the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Equipment failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

N/A

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 372	12. SURFACE WINDS (Knots) CALM	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 900	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 CHAPTER 10	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 5	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26' HV/1	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Pulley: FS 617 Gate: FS 677
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Gate failed to cut.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) The cup on the static line retriever showed signs of wear. It looked fully seated when you looked at it, but after touching it, you could feel it click into position. This caused the timer to shut off before the gate cut.				

CONTINUED ON NEXT PAGE

ANALYSIS: 12

WHAT WAS THE MALFUNCTION?

The gate failed to cut the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Equipment failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

N/A

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1225 MSL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 372	12. SURFACE WINDS (Knots) CALM	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1040	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 CHAPTER 10	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) CVR
		NO. PLATFORMS	NO. CONTAINERS 5	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26' HV/1.	28. SIZE EXTRACTION/RELEASE PARACHUTE N/A	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT Pulley: FS 617 Gate: FS 637
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) This malfunction occurred on a day Formal Training Unit (FTU) local mission dropping a 5-bundle CDS load. At the release point, all aircraft systems functioned normally; however, the last bundle to exit the aircraft moved approximately 40 inches and jammed against the CVR. The other bundles exited normally. There was no damage to the aircraft or any injury to personnel.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) An investigation of the aircraft revealed the following facts: No problems were noted with the CDS bundle/skidboard (48 x 48, condition). All aircrew procedures, including aircraft deck angle, were followed IAW MCR 55-130. On the ground, the bundle was returned to the original loaded position and rolled aft; it tracked inboard and jammed against the CVR. More than normal effort was required to unjam it. A visual inspection of the intermediate roller conveyors showed three rollers on the outboard conveyor, approximately 20 inches aft of the loaded bundle position that were pointed inward slightly, causing the skidboard to track into the CVR.				

CONTINUED ON NEXT PAGE

ANALYSIS: 13

WHAT WAS THE MALFUNCTION?

The bundles failed to exit the aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Aircraft equipment failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure proper operation of rollers before loading
2. Recommend it be incorporated into -9.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 120 KNOTS	11. DZ ELEVATION (Feet) 328 FEET	12. SURFACE WINDS (Knots) 10 KNOTS	13. VISIBILITY (Feet/Miles) CLOUDY LIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT 1 X A22 1170 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 8	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 1 X G12 E	28. SIZE EXTRACTION/RELEASE PARACHUTE 68-Inch Pilot Parachute	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The load exited the aircraft with no recovery parachute inflation and was destroyed on impact.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Preliminary investigation shows the Type VIII connector strap on the 68-inch pilot parachute failed where it was connected to the G-12E. No damage to the connector link.				

CONTINUED ON NEXT PAGE

ANALYSIS: 14

WHAT WAS THE MALFUNCTION?

The cargo parachute failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Equipment failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper inspection on rigging material.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800' MSL	10. ACFT SPEED (Knots) 225 KNOTS	11. DZ ELEVATION (Feet) 200 FEET	12. SURFACE WINDS (Knots) 4 KNOTS	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3580 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V (EFTC)	27. TYPE PARACHUTE AND NUMBER 2 G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-FOOT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT F.S. 530 Lk #6
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) After completion of the 10 minute warning, the HE platform began to move aft and made contact with the cargo ramp causing approximately \$5,000.00 worth of damage to the ramp. -21 shop came out and did a lock test on lock number 6 and the lock checked good IAW dual rail TO 13C10-4-1 and latch tester TO 33D2-37-9-3.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Could not be determined.				

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ANALYSIS: 15

WHAT WAS THE MALFUNCTION?

The platform rolled aft causing ramp damage prior to green light.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Inconclusive. However, human factors could have contributed to the lock releasing the platform. This COULD have resulted from a mechanical lock failure that could not be duplicated or on inadvertant human action.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Forward information to the appropriate headquarters to build a data base and ensure that the dual rail preflight is accomplished in accordance with TO guidelines.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C130H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 1040	12. SURFACE WINDS (Knots) 12 KNOTS	13. VISIBILITY (Feet/Miles) 7+ MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT HVY TRAINING LOAD 3350 RIGGED	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-FOOT EXTRACTION	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT STA 655
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) 1202L TOT flying an east to west approach, HE was dropped long, landing in the trees approximately 120 yards beyond drop zone boundary west of PI. HE was recovered without incident. G-12Es found approximately 50 yards further west of HE (downwind). G-12E with local control number 136-42 landed in the top of the trees - nothing recovered. G-12E with local control number 136-13 landed in the top of the trees - logbook and centerline recovered. Extraction system was blown 180 yards downwind of load and not recovered.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) High winds caused damage. DZO was asked to confirm winds which he called 240 @ 12 knots with unknown gusts.				

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ANALYSIS: 16

WHAT WAS THE MALFUNCTION?

No equipment or procedure malfunction.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Navigator procedures caused long drop.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Improve navigator training procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 500 FEET (AGL)	10. ACFT SPEED (Knots) 215 KNOTS IAS	11. DZ ELEVATION (Feet) 361 MSL	12. SURFACE WINDS (Knots) UNKNOWN	13. VISIBILITY (Feet/Miles) N/A

III. CARGO				
23. TYPE LOAD AND WEIGHT Trailer (M-101) 9820 LBS/ 5900 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-513/ TO 13C7-3-51	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) Foremost of a two platform sequential
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 12-FT TYPE V	27. TYPE PARACHUTE AND NUMBER G-11B (2 EA)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FOOT EXTRACTION	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 410
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Inbound from the DZ (approximately 12nm), the crew experienced a loose platform. While accomplishing the preslowdown checklist (step 17, retracting the left-hand locks), the forward platform was determined to be unrestrained by the number 4 right-hand lock. This was the only lock used to engage the platform. The loadmasters relocked/secured the platform and return to the base with no further incident. No damage or injuries.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Upon inspection of the right-hand (#4) lock, the release spacer was not positioned between the rollers. Although the loadmasters are certain they checked the release spacer during the preslowdown, my determination is that they somehow missed it. There is no other plausible explanation. The lock was subsequently tested by the two AS rail shop and was found to be well within limits. Cause of malfunction aircrew error.				

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ANALYSIS: 17

WHAT WAS THE MALFUNCTION?

Locks released early.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Loadmaster failed to follow lock setting procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1224 MSL	10. ACFT SPEED (Knots) 145 KTS	11. DZ ELEVATION (Feet) 330	12. SURFACE WINDS (Knots) 5 KTS	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT M998, 9800	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517/ TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) N/A
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER 16' TYPE V	27. TYPE PARACHUTE AND NUMBER 2 X G-11B	28. SIZE EXTRACTION/RELEASE PARACHUTE 22-FOOT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT 2 of 2
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>Load 1 of 2 exited the aircraft on time and then there was a 10 to 15 second delay before the second load came out. By this time it was a distance from the vantage point and because the main parachutes fully inflated, it seemed to have worked properly. However, shortly after the assistant DZSO informed me of a malfunction. When I arrived at the impact site, I saw that the vehicle had separated from the platform and impacted with the ground causing it to be a total loss. The platform was located approximately 75 meters down the drop zone with both suspension slings on the right side completely severed and the M1 release and both G-11B parachutes still attached.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>Extraction parachute failed to open because the lanyard on the miniature knife which cuts the bag closing tie broke where it is girth hitched to the miniature knife. Because of the delayed extraction, the platform over rotated and possibly rolled to one side and when the main parachutes fully inflated, the right suspension slings were cut on load dumping the vehicle off to one side causing a chain reaction of lashings being broken and the vehicle coming free from the platform.</p>				

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ANALYSIS: 18

WHAT WAS THE MALFUNCTION?

The extraction parachute failed to deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper padding on suspension slings.
2. Improper procedures by aircrew loadmasters.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Develop alternate securing points for sling extraction line bag.
2. Follow established aircrew procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C130H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 550 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 670	12. SURFACE WINDS (Knots) 200/10 G12	13. VISIBILITY (Feet/Miles) 7+ UNRESTRICTED

III. CARGO				
23. TYPE LOAD AND WEIGHT HVY EQUIP 2,595	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 CHAPTER 11	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE 5	27. TYPE PARACHUTE AND NUMBER G-12E/2	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FEET UNREEFED	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 600
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The 15-foot extraction parachute failed to release from the bomb rack on green light. Loadmaster pulled handle, extraction parachute released and entered slip stream but failed to deploy. After 2 seconds, the loadmaster pulled right hand locks and heavy equipment load slowly rolled out. Moments later the main cargo parachutes deployed and the load landed safely 900 yards long.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Upon inspection, the extraction parachute was found to have both bag closing ties broken and 10 feet of suspension lines pulled from the bag, but four stows remained in retainer bands and center canopy tie was intact. No rigging errors were found. Cause of failure unknown.				

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ANALYSIS: 19

WHAT WAS THE MALFUNCTION?

The extraction parachute failed to deploy at the green light.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. The co-pilot possibly failed to push parachute release button.
2. Loadmaster failed to follow established emergency procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure all crew positions (CP and LM) follow correct procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1100' AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet)	12. SURFACE WINDS (Knots) 0	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT 8 FOOT WATER RESUPPLY	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 8 FOOT	27. TYPE PARACHUTE AND NUMBER 1 X G11B	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FOOT C-17	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 3
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Load was number 2 of 3. The cargo parachute never deployed. The load impacted with the ground and was destroyed.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Upon inspection of air items, it was discovered the bridle loop of the G-11 cargo parachute had snapped. The parachute restraint ties had broken and the suspension lines had been unstowed. The canopy was out of the deployment bag. The reefing line cutters had fired but the reefing line was still in the reefing line rings. Connector link ties were still tied and suspension line ties were still intact. The deployment bag was found approximately 2 feet from the apex end of the cargo parachute. Further inspection showed the locking stow loops were torn. It is suspected that during the deployment there was a slight hesitation as the suspension lines reached the locking stows. Because of this hesitation is also suspected that at this time the bridle loop broke and extraction parachute broke free from the bag. Upon impact with the ground, the suspension slings and suspension lines had a whipping action causing the cargo parachute to deploy from the bag. It is also suspected that is why the cutters fired and were still in the reefing line rings and the deployment bag was approximately 2 feet from the apex end of the canopy. Material will be sent to Natick Labs to be inspected for possible material failure. Another possibility is that the bridle may have frayed and then become entangled with some part of the load or even the aircraft floor.				

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ANALYSIS: 20

WHAT WAS THE MALFUNCTION?

The main cargo parachute failed to deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. The bridle loop broke prematurely.
2. Possible parachute packing procedures or material deficiency.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Nonconclusive pending review of parachute by Natick Labs.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1100 FEET	10. ACFT SPEED (Knots) 150 KNOTS	11. DZ ELEVATION (Feet) 328 FEET	12. SURFACE WINDS (Knots) 0	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT M551 TANK	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-5153/ TO 13C7-1-81	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER 28 FOOT	27. TYPE PARACHUTE AND NUMBER 8 x G11C	28. SIZE EXTRACTION/RELEASE PARACHUTE 2 X 18 FOOT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 OF 1
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The load extracted from the aircraft normally and entered the recovery phase. Parachutes all elongated and cutters fired. The platform was almost stablized and level when it made contact with the ground, causing the M551 Sheridan Tank to be totally destroyed.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>After talking to all observers on the drop zone and inspecting all airdrop systems, I got the information for blocks 5, 9, 10, 12, and 13 from the DZSO, who received it from the aircraft in question, through the Combat Control Team. I have concluded that the load was dropped 100 to 300 feet too low.</p>				

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ANALYSIS: 21

WHAT WAS THE MALFUNCTION?

Main parachutes did not fully inflate and load did not stabilize.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Drop altitude too low.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper drop procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1100 FEET	10. ACFT SPEED (Knots) 135 KNOTS	11. DZ ELEVATION (Feet) 328	12. SURFACE WINDS (Knots) 12 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT 12 FOOT FARE 7,760 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-537/ TO 13C7-1-19	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 12-FOOT TYPE V	27. TYPE PARACHUTE AND NUMBER 2 X G11B	28. SIZE EXTRACTION/RELEASE PARACHUTE 1 X 15-FOOT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The load extracted from the aircraft normally. I observed the extraction parachute trailing the platform until the load impacated with the ground. The main parachutes never deployed. The load was totally destroyed.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Upon investigation, it was determined the extraction phase executed properly. The main parachute did not deploy due to multi-cutters knives failing to cut the parachute restraints. After examination, it was determined that possibly the straps on the multi-cutter parachute release knives were too long.				

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ANALYSIS: 22

WHAT WAS THE MALFUNCTION?

The main cargo parachutes never deployed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Multi-cut knives failed to cut parachute restraints.
2. Exact status of restraint strap after drop not determined.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper rigging/JAI procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 992 AGL 1418 MSL	10. ACFT SPEED (Knots) 140 KNOTS	11. DZ ELEVATION (Feet) 426 MSL	12. SURFACE WINDS (Knots) 120 Deg @ 5 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO					
23. TYPE LOAD AND WEIGHT Heavy Equipment 3280 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED			
		X	DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1		NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E (2 EA)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FOOT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 510	
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The main cargo parachutes separated from the airdrop platform seconds after exiting the aircraft, due to a mid-air release. The platform free fell to the ground coming to rest approximately 100 yards from the main parachutes.					
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) The parachute connectors were not properly secured to the upper suspension link and seated in the retaining clamp of the M-1 parachute release assembly. NOTE: The delay release timer never fell. The M-1 found with timer block keys still extended.					

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ANALYSIS: 23

WHAT WAS THE MALFUNCTION?

The main cargo parachutes separated from the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper rigging and JAI procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper rigging and joint airdrop inspection procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 328	12. SURFACE WINDS (Knots) 21 KNOTS	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT M998/ 9980 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517/ TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 16 FOOT TYPE V	27. TYPE PARACHUTE AND NUMBER G-11B X 2	28. SIZE EXTRACTION/RELEASE PARACHUTE 22-FOOT EXT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The platform in question was the second platform to be extracted from the aircraft in a sequential airdrop. The platform went through the extraction and deployment phases properly. The problem was noted upon impact with the ground when the M-1 release failed to operate properly. The timing block on the M-1 release timing block did not fully drop which in turn did not release the parachute connectors allowing the parachutes to release from the load. Because the parachutes were still inflated and attached to the M-1 release, the M998 was then pulled over on its side and landed upside down and drug approximately 200-300 feet below deflation of the parachutes was performed. The deflation of the parachute was accomplished by cutting of the riser when the load came to a stop. The M998 sustained damage to the driver sideboard which was broken, bent rear left fender well, roll bar bent into passenger compartment and broken, roll bar also separated over driver's seat, windshield broken, antenna mount bent and an undetermined fluid leak coming from the engine on the drivers side of the vehicle.

CONTINUED ON NEXT PAGE

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The cause of the malfunction was due to the M-1 release not functioning properly. Upon an examination of the M-1 release, it was found that the screws that attach the arming wire guide block to the face plate of the release were not flush. A functional check was completed on the timer that revealed the timing block was functioning properly. When the timing block fell, it hung up on the screws on the bottom of the arming wire guide block which were not flush with the bottom of the face plate. This caused the parachute connectors not to release.

ANALYSIS: 24

WHAT WAS THE MALFUNCTION?

M-1 release malfunction precluded parachutes from separating from the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper inspection of the M-1 release resulted in an unserviceable release being used.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper inspection procedures on equipment.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130E	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 992 AGL	10. ACFT SPEED (Knots) 146 KNOTS	11. DZ ELEVATION (Feet) 426 MSL	12. SURFACE WINDS (Knots) 160 deg @ 8 KTS	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3250 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E (2 EA)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FOOT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The loadmaster manually released the extraction parachute approximately 3 seconds afater seeing and hearing "GREEN LIGHT". Initially believed the bomb rack did not operate electrically.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Aircrew error due to improper procedure. The co-pilot did not have his finger positioned in close proximity to the parachute release button just prior to GREEN LIGHT. He stated he inadvertantly deployed pressing the parachute release because his hand was being utilized elsewhere. FUTURE PREVENTION BE PREPARED FOR RELEASE.				

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ANALYSIS: 25

WHAT WAS THE MALFUNCTION?

It was an incident only.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper aircrew procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper drop procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 414 AGL/1265 MSL	10. ACFT SPEED (Knots) 140 KTS	11. DZ ELEVATION (Feet) 550	12. SURFACE WINDS (Knots) 070/15	13. VISIBILITY (Feet/Miles) 7+ MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3500 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE 5 EFTC	27. TYPE PARACHUTE AND NUMBER 2 X G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FEET	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 617
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Aircrew stated delayed extraction device. Platform descended vertically. Suspect that the extraction parachute did not fully inflate. Load landed vertically resulting in about \$4,000 in damage to equipment and parachutes.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Suspect that suspension slings (aft) were caught on forward end of platform causing the load to fall vertically or on the plywood.				

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ANALYSIS: 26

WHAT WAS THE MALFUNCTION?

Extraction parachute not fully inflated.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Rigging/inspection procedures (possibly).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Follow proper rigging/JAI procedures.
2. More data needed and form not clear
3. Be specific and write clearly on 1748s.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141B	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 927 AGL	10. ACFT SPEED (Knots) 150	11. DZ ELEVATION (Feet) 289	12. SURFACE WINDS (Knots) 6	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT 2850 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512 TO 13c7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 FOOT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT 1 of 1, Lock 16
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At green light, the extraction parachute failed to fall from the aircraft bomb rack, electrically or three times manually. Platform was restrained with chains when extraction parachute fell from bombrack and exited aircraft. Extraction line was cut at this point as per emergency checklist. No injury or damage to personnel or equipment.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Maintenance personnel duplicated conditions on ground using 15 foot extraction parachute. System operated normally both electrically and manually. COULD NOT DUPLICATE!!!!				

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ANALYSIS: 27

WHAT WAS THE MALFUNCTION?

Extraction parachute failed to deploy from bombrack during drop sequence.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Defective equipment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform functional check of bombrack and other airdrop systems.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141B	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 927 AGL	10. ACFT SPEED (Knots) 150 KCAS	11. DZ ELEVATION (Feet) 300 FEET	12. SURFACE WINDS (Knots) 010/6	13. VISIBILITY (Feet/Miles) CLEAR

III. CARGO				
23. TYPE LOAD AND WEIGHT TNG LOAD #8 2840 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) N/A
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-FOOT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT N/A
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The load was extracted normally. During deployment, only one of the G-12E parachutes deployed fully. The other G-12E failed to open and remained in a streamer condition. No damage to load or equipment.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) We conducted a thorough inspection of the G-12E and found that all three-cord ties were properly secured around the suspension lines and were in good condition. We also found no evidence of packing or rigging errors. We suspect the G-12E failed to deploy due to air starvation. PARACHUTE AIR STARVATION				

CONTINUED ON NEXT PAGE

ANALYSIS: 28

WHAT WAS THE MALFUNCTION?

One of two main parachutes failed to fully deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Air starvation due to entanglement
2. Possibly improper packing procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow established packing procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 140 KNOTS	11. DZ ELEVATION (Feet) 360 MSL	12. SURFACE WINDS (Knots) CALM	13. VISIBILITY (Feet/Miles) UNLIMITED

III. CARGO				
23. TYPE LOAD AND WEIGHT M-998	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517 TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 16-FOOT TYPE V	27. TYPE PARACHUTE AND NUMBER 2 X G-11B	28. SIZE EXTRACTION/RELEASE PARACHUTE 1 X 22-FOOT	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FIRST

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

HMMWV exited the aircraft properly and entered into recovery phase. Both parachutes elongated but only one G-11B fully inflated. There was lift capability provided by the G-11B that inflated properly. The G-11B that did not inflate sustained damage because it took the full force of the weight of the HMMWV all the way to the point of impact. Inspection of the parachute on the drop zone revealed that the four cutters on the G-11B did not fire allowing the reefing line to cut and deploy the parachute. The HMMWV sustained extensive damage.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Cause of the malfunction was that the cutters were not properly armed and safetied. To arm the cutters, a length of Type III nylon (550 cord) is routed through the cutter cable and tied to the deployment bag. The safety tie is made of ticket number 5 cotton thread, routed through the cutter bracket, the 550 cord arming tie and secured.

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ANALYSIS: 29

WHAT WAS THE MALFUNCTION?

One of the two G-11B parachutes failed to deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper packing procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper packing procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1100 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 328	12. SURFACE WINDS (Knots) 7-11	13. VISIBILITY (Feet/Miles) 7 MILES

III. CARGO				
23. TYPE LOAD AND WEIGHT 32 FOOT (M119/M998)	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517/ TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain) 1 of 1
		NO. PLATFORMS 1	NO. CONTAINERS N/A	
26. TYPE PLATFORM/AIR-DROP CONTAINER 32-FOOT TYPE V	27. TYPE PARACHUTE AND NUMBER 4 X G-11B	28. SIZE EXTRACTION/RELEASE PARACHUTE 1 X 28-FOOT EXT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The extraction parachute exited the aircraft and fully deployed. Upon deployment, it broke away from the extraction line without extracting the platform. Approximately 10 seconds passed and the platform slowly rolled off the ramp of the aircraft causing the aircraft to take a slight nose attitude. The platform tumbled end over end three times and impacted approximately 800 meters down range from the intended release point. The load was totally destroyed.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>Upon completion of the initial investigation on the drop zone, it was determined that the extraction line broke at the two point link and approximately 37 feet from the extraction link, releasing the extraction parachute. But apparently enough pressure had been applied initially to trip the locks in the aircraft and the platform was gravity extricated with no means to deploy the main parachutes.</p>				

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ANALYSIS: 30

WHAT WAS THE MALFUNCTION?

The extraction parachute separated from the extraction line at two-point link without extracting the load. The load slowly exited without the main cargo parachute deploying.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Stress or uneven tension caused the extraction line to fail at the two-point link.
2. Elongation of extraction line was restricted by some unknown force.
3. Possibly the loadmaster prematurely pulled RH handle to emergency.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Use serviceable equipment.
2. Use correct procedures.
3. Follow correct emergency procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 840 AGL	10. ACFT SPEED (Knots) 145 KCAS	11. DZ ELEVATION (Feet) 1530	12. SURFACE WINDS (Knots) 150/5	13. VISIBILITY (Feet/Miles) UNRESTRICTED

III. CARGO				
23. TYPE LOAD AND WEIGHT MASS SUPPLY 3045 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 CHAPTER 11	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER TYPE V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-FOOT	29. LENGTH OF REEFING LINE N/A	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>As reported by the malfunction NCO and the drop zone control officer, the load exited the aircraft normally. When the parachutes started inflating one was observed as a normal opening. The other tried to inflate several times but never achieved a full canopy. The load descended under one parachute and no damage was incurred by the load or the parachutes.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)</p> <p>A complete inspection at the drop zone showed that all ties had broken and that no lines were misrouted. Once back at the base, the parachute was inspected for burns, frays, or broken lines. None were found. The aircraft was at proper airspeed and spacing. Air starvation is the suspected cause of malfunction.</p>				

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ANALYSIS: 31

WHAT WAS THE MALFUNCTION?

One of the two parachutes failed to fully deploy (streamer).

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Air starvation (possibly).
2. Parachute packing procedures are being examined, but no definite cause for this malfunction has been determined.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper packing procedures are performed.

PERSONNEL MALFUNCTION REPORTS AND ANALYSIS

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800' AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 338 FT	12. SURFACE WINDS (Knots) 3-6 KNOTS	13. VISIBILITY (Feet/Miles) NIGHT DROP	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER ALICE PACK, M1950, LBE		16. JUMPER'S POSITION IN ACFT 4th JUMPER @ 2 ND PASS, RIGHT DOOR	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 155
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE 24-FOOT DIA TROOP CHEST	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumper stated that he had a normal exit with plenty of separation between fellow jumpers. During the third point of performance, he noticed a blown section. He stated that he was not able to compare his rate of descent with fellow jumpers, did not activate his reserve, and landed without injury. The parachute was recovered by the malfunction NCO, returned to the unit, and given a 100% TRI. The following damage was noted: (1) Blown section, gore 7, section 3; (2) 1-inch hole, gore 6, section 1; (3) 3-inch hole, gore 6, section 1. No damage was found on the reserve or M1950.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The cause of damage to this parachute is questionable. The possibility exists that the parachute came in contact with the aircraft, snagged on a rough surface; initiating a tear and through separation and the continuation of deployment and opening shock, sustained the damage listed. The parachute was put in service MAR 1989, packed and jumped by the original unit 31 times. The log record book is the original and indicates that no maintenance has been performed.

CONTINUED ON NEXT PAGE

ANALYSIS: 32

WHAT WAS THE MALFUNCTION?

There was a hole in the canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Stress on the canopy caused the hole during deployment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

There should be more attention paid to detail during packing procedures.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CASA 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 FT AGL	10. ACFT SPEED (Knots) 110 KTS	11. DZ ELEVATION (Feet) 480 FT MSL	12. SURFACE WINDS (Knots) 3 KTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 SYSTEM WITH RUCKSACK		16. JUMPER'S POSITION IN ACFT 1ST PASS/1ST JUMPER RAMP EXIT	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 7
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	See Below #32	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited the aircraft at 12,500 feet AGL. At 4,500 feet in a stable body position, pulled his main ripcord to deploy his main canopy. The main canopy deployed and started to spin out of control. The jumper performed cutaway procedures and deployed reserve parachute at 3,000 feet AGL. The jumper had a good reserve canopy and landed on the DZ with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

After recovery of the main canopy, a 100 percent inspection was conducted on the MC-4 system. It was found that the right control toggle was released and wrapped around the suspension lines and the left control toggle was still stowed in the keeper. The premature release of the right control toggle caused the canopy to start turning after the canopy was fully inflated. The premature release of the right control toggle was caused by improper stowing of the control toggle and excess control line. Jumper did not follow correct post-opening procedures. Jumper should have reached up and released his control toggles and this would have stopped the canopy from turning. Due to the jumper's experience, this should not be considered equipment malfunction due to the jumper's experience and not following correct post-opening procedures.

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ANALYSIS: 33

WHAT WAS THE MALFUNCTION?

The right toggle wrapped around the suspension lines.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The parachute was not packed properly or wear and tear on the equipment or possible wear and tear on the Velcro.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Insure parachute is packed properly.
2. Special emphasis on stowing the toggle through finger trap loop on the control lines.

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 12,500 FT AGL	10. ACFT SPEED (Knots) 120 KTS	11. DZ ELEVATION (Feet) 480 FT MSL	12. SURFACE WINDS (Knots) 8 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 SYSTEM WITH RUCKSACK		16. JUMPER'S POSITION IN ACFT 1ST PASS/5TH JUMPER RAMP EXIT
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION			19. NO. JUMPS 9
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	SEE BELOW
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE	

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited the aircraft at 12,500 ft AGL. At 4,500 feet AGL in a stable body position, started his pull sequence for his main canopy. Jumper stated that he experienced a very hard opening during main canopy deployment. Jumper performed post-opening procedures and looked up at the main canopy and seen the left side of canopy not inflated and noticed that several suspension lines were broken. Jumper reached up to release his control handles to perform a controllability check and the canopy began to spin out of control. At approximately 3,500 feet AGL, he performs cutaway procedures and deploys the reserve parachute. The jumper had a good reserve canopy at approximately 3,000 feet AGL and landed on the DZ without any injuries.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

After recovery of the main canopy, a 100 percent inspection was conducted on the MC-4 parachute system. No defects or damage was found on the MC-4 harness/container or reserve canopy. On the main canopy, damage was found, left control line was broken at the finger-trapped loop, one suspension line attached to the left side of the canopy was broken where the line cascades together. The canopy had several rips, one on the top skin and one on the bottom skin of the canopy. The broken control line caused the left side of canopy not to fully inflate and cause the canopy to spin out of control. The damage to the main canopy was due to the excessive hard opening. The jumper stated that he was in a stable body position upon deployment of the main canopy. At this time, it cannot be determined why jumper had an excessively hard opening that contributed to this malfunction.

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ANALYSIS: 34

WHAT WAS THE MALFUNCTION?

1. The left side of the canopy did not inflate.
2. The left control lines/suspensions were broken.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The canopy loaded on one side. There was too much weight on one side.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure the jumper has proper body position.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 12,500 AGL	10. ACFT SPEED (Knots) 120 KNOTS	11. DZ ELEVATION (Feet) 480 FT MSL	12. SURFACE WINDS (Knots) 8-10 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 System with Rucksack	16. JUMPER'S POSITION IN ACFT 3rd Pass/7th Jumper Grouping Exercise		
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 26
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Hung Slider	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

During a grouping exercise, jumper exited the aircraft at 12,500 feet AGL in a stable body position. At 4,000 feet AGL, the jumper pulled main ripcord handle to deploy his main parachute. The jumper stated that during deployment of main canopy the slider was hung up on the cascade lines towards the top of the canopy. The jumper continued to perform post-opening procedures, released both control toggles and pulled them down to attempt to free the slider. The jumper stated that the parachute started to turn to the right and felt he was falling faster than the other jumpers and decided to perform cutaway procedures. The jumper performed cutaway procedures and deployed his reserve parachute. The jumper landed on the DZ with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

After recovering the main canopy, a 100 percent inspection of the MC-4 system was conducted. The main canopy had no damage to the slider or suspension line to indicate that the slider malfunctioned. The parachute was placed back into service and had no problems with the parachute opening. Could not determine why the canopy had a hung slider. Due to the jumper's experience, may have prematurely performed cutaway procedures and not giving the main parachute enough time to fully open.

CONTINUED ON NEXT PAGE

ANALYSIS: 35

WHAT WAS THE MALFUNCTION?

A hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The parachute did not pressurize.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Insure the line tension is maintained during packing.
2. Insure the slider is not inverted when it is brought up during packing.

I. GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTURE AIRFIELD		3. DATE	4. TYPE ACFT HC-130N	5. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000	10. ACFT SPEED (Knots) 125	11. DZ ELEVATION (Feet) 66	12. SURFACE WINDS (Knots) CALM		13. VISIBILITY (Feet/Miles) UNRESTRICTED	
II. PERSONNEL						
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT			15. EQUIPMENT WORN BY JUMPER MT-1X PARACHUTE		16. JUMPER'S POSITION IN ACFT 1ST IN A 5 MAN STICK RAMP EXIT	
17. TYPE PARACHUTE (Specify) MT-1X	18. TYPE MALFUNCTION					19. NO. JUMPS 94
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)		
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	DELAYED OPENING		
20. TYPE OF RESERVE MT-1S	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE			

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumper performed a successful cut-away following an excessive opening delay. Deployment sequence (steps A through D) reference FM 31-19 was normal prior to canopy inflation.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Undetermined. Canopy was manipulated during recovery from trees. Measurement and porosity tests were performed. Both within normal safe operating limits.

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ANALYSIS: 36

WHAT WAS THE MALFUNCTION?

Excessive opening delay.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Undetermined.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Undetermined.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C1H1	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1,250 FT	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 280 FEET	12. SURFACE WINDS (Knots) 5-7 KNOTS	13. VISIBILITY (Feet/Miles) CLOUDY	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER ALICE PACK, M1950 WEAPONS CASE		16. JUMPER'S POSITION IN ACFT CHALK G - RIGHT DOOR #11	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 5
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10R	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY ANKLE INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited the aircraft and at approximately 500 feet AGL slipped into fellow jumper which then became entangled at about 50-100 feet AGL. Jumper pulled reserve. Jumper received an injured ankle and he was medevaced.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Jumper did not slip away from fellow jumpers. Jumper error - panicked and pulled reserve at approximately 50 feet AGL and jumper executed improper PLF.

CONTINUED ON NEXT PAGE

ANALYSIS: 37

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The jumper did not slip away/canopy control.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. The jumper should adhere to the rules of the air.
2. The jumper should adhere to prejump emphasizing the five points of performance.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 5,500 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 418	12. SURFACE WINDS (Knots) 17	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4	16. JUMPER'S POSITION IN ACFT FIRST		
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 24
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Dual Deployment	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumpers were conducting a ramp exit from a C-130 aircraft at 5,500 feet AGL during a grouping exercise. Two jumpers collided upon exiting the aircraft and the separated during freefall. The jumper deployed his main parachute at 4,000 feet AGL and picked up heading towards the drop zone. At approximately 800 feet AGL, the jumper felt a strong pull on his main risers. The jumper then looked over his right shoulder and saw a portion of another parachute. The jumper saw the reserve parachute was not fully inflated and started to pull the risers and suspension line to contain the reserve parachute in his arms. Part of the reserve parachute wrapped around his main suspension lines and could not pull the reserve in to contain it. The jumper checked his altitude at approximately 200 feet AGL and turned his main canopy into the wind. The jumper landed on the drop zone with both parachutes inflated with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

An on sight inspection of the MC-4 system was conducted. The reserve ripcord handle was still seated in the ripcord pocket and the ripcord cable was in the cable housing. The top reserve ripcord pin was still seated in the closing loop. A freefall instructor saw the jumper during freefall and noticed a portion of the reserve pilot parachute was out of the container. This malfunction was due to collision on exit with another jumper causing the bottom reserve pin to be pulled.

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ANALYSIS: 38

WHAT WAS THE MALFUNCTION?

It was an incident of the jumpers colliding during their exit.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The jumpers collided contributing to a long soft loop.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Possible improvements to keep this from happening would be to change the material of a soft loop.
2. The jumpers should pay attention to detail.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CASA 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 12,500 AGL	10. ACFT SPEED (Knots) 110 KTS	11. DZ ELEVATION (Feet) 480 FT	12. SURFACE WINDS (Knots) 10 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 RUCKSACK	16. JUMPER'S POSITION IN ACFT HAHO 1ST PASS/ 3RD JUMPER		
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 23
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Broken Control Line	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper was conducting a HAHO operation at 12,500 feet AGL. The jumper exited the aircraft unstable and recovered in 500 feet. The jumper deployed his main canopy at 11,000 feet AGL on deployment he began to turn uncontrolled. The jumper pulled on his risers to correct his spinning. Jumpers decision was then to perform emergency procedures to prevent collision with fellow jumpers. The jumper deployed reserve at 9,500 feet AGL and flew to the intended DZ without injury.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

After a 100 percent inspection on the MC-4 system, it was found that the right control line was broken on deployment causing the spinning jumper to be out of control.

CONTINUED ON NEXT PAGE

ANALYSIS: 39

WHAT WAS THE MALFUNCTION?

A broken steering line.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Fair wear and tear on lines.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure worn lines are replaced.

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 120	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 280	12. SURFACE WINDS (Knots) 05	13. VISIBILITY (Feet/Miles) 1500 Ft Elevation
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER C.E. RUCKSACK, M1950 W/2 X 4		16. JUMPER'S POSITION IN ACFT LEFT DOOR #9
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION			19. NO. JUMPS 2
	<input checked="" type="checkbox"/> SEMI-INVERSION	<input type="checkbox"/> INVERSION	<input type="checkbox"/> CIGARETTE ROLL	
	<input type="checkbox"/> PILOT CHUTE	<input type="checkbox"/> BLOWN SECTION	<input type="checkbox"/> BROKEN SUSPENSION LINE	
20. TYPE OF RESERVE T-10R	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE	

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited the aircraft correctly. During the deployment phase, the parachute never fully inflated. The canopy seemed to be wrapped around the lower lateral band. The jumper deployed his reserve and landed without injury. A 100 percent inspection of the parachute revealed gores #21, 23, 25, and 27 had major holes in section #2. There was minor damage to gores #24, 26, and 27 (burns, frays, and holes). The anti-inversion was torn out at the bottom (one inch from the suspension line connection) on lines #8, 11, 12, and 25.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The inspection revealed that lines #8 through #11 did wrap across the parachute at section 2 of gores #21, 23, 25, and 27. Since there was no report of jumper poor body position upon exiting the aircraft, the remaining probable cause must be a packing error. It is determined that the contributing factors to the parachute failing to inflate properly were uneven suspension line stows and tension during stowing of the lines and improper placement of anti-inversion net in the mouth of the D-bag just prior to D-bag closure. This unit has highlighted this event to all unit packers to emphasize the need for proper packing procedures.

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ANALYSIS: 40

WHAT WAS THE MALFUNCTION?

The parachute did not fully inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper packing procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure parachute is packed properly.
2. Perform proper I.P. inspections.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CASA 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 FT AGL	10. ACFT SPEED (Knots) 110 KTS	11. DZ ELEVATION (Feet) 480 FT MSL	12. SURFACE WINDS (Knots) 3-5 KTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 PARACHUTE SYSTEM		16. JUMPER'S POSITION IN ACFT SOLO NIGHT JUMP 1ST LIFT 13TH PASS	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 55+
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	SEE #32	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited aircraft at 12,500 feet AGL. At 4,00 feet AGL, the jumper pulled his main ripcord with his thumb only. The ripcord handle was unseated from the pocket and the jumper's hand slipped off the ripcord handle. The ripcord pin did not pull out of the closing loop causing a floating ripcord. The jumper attempted to pull the ripcord again unsuccessfully. The jumper performed emergency procedures and was under a good reserve by 2,000 feet AGL. He landed at the wind arrow safely.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

After recovery of the main canopy, a 100 percent TRI was conducted. Both control toggles were still stowed, the slider was halfway up the suspension lines and the RSL was still attached to the riser. The closing loop was still in the container. It is serviceable and the proper length. The cutaway pillow and the main reserve ripcords were missing. The jumper caused a floating ripcord due to his hand slipping off the ripcord handle twice. This should not be considered equipment failure because the jumper stated that he pulled the ripcord with only his thumb and his hand slipped off on both attempts. The jumper cutaway and he stated that he had two canopies over his head and he unwrapped the main suspension lines from the reserve risers and the main canopy fell away. The main canopy and the reserve free-bag were found two meters from each other. The jumper was in the air by himself and it was a night jump so the malfunction was not witnessed by anyone.

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ANALYSIS: 41

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The jumper did not have a proper grip on the handle.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Reinterate proper pull techniques.

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 328 FEET	12. SURFACE WINDS (Knots) 4	13. VISIBILITY (Feet/Miles) CLEAR
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER ALICE PACK, LBE		16. JUMPER'S POSITION IN ACFT 29
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION			19. NO. JUMPS 29
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement
20. TYPE OF RESERVE T-10C	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY POSSIBLE PELVIC FRACTURE	

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

When both jumpers exited the aircraft, they were bouncing off each other's canopy. The higher jumper's canopy collapsed, resulting in the activation of the reserve. It also collapsed at about 200-300 feet. Both parachutes of higher jumper reinflated at about 100 feet off the ground. Both jumper's parachutes were entangled.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Jumpers failed to slip away and avoid each other causing an entanglement and the loss of air to the higher jumper's parachute caused a cigarette roll. Reserve was activated but it did not inflate due to loss of air to higher jumper. Both parachutes eventually inflated but not before soldiers were 100 feet off the ground. The lower jumper's canopy was inflated. The deployment bag was found approximately 2 feet from the apex end of the cargo parachute. Further inspection showed the locking stow loops were torn. It is suspected that during the deployment there was a slight hesitation as the suspension lines reached the locking stows. Because of this hesitation, it is also suspected that at this time the bridle loop broke and extraction parachute broke free from the bag. Upon impact with the ground, the suspension slings and suspension lines had a whipping action causing the cargo parachute to deploy from the bag. It is also suspected that is why the cutters fired and were still in the reefing line rings and the deployment bag was approximately 2 feet from the apex end of the canopy. Material will be sent to Natick Labs to be inspected for possible material failure. Another possibility is that the bridle may have frayed and then become entangled with some part of the load or even the aircraft floor.

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ANALYSIS: 42

WHAT WAS THE MALFUNCTION?

It was an incident of the jumpers being entangled.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper following of training.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure jumpers receive proper training.

I. GENERAL						
1. UNIT BEING AIRLIFTED		2. DEPARTURE AIRFIELD		3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE			7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 990 FEET	10. ACFT SPEED (Knots) 120	11. DZ ELEVATION (Feet) 387 FEET	12. SURFACE WINDS (Knots) 6 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED		
II. PERSONNEL						
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT			15. EQUIPMENT WORN BY JUMPER CE W/WEAPON		16. JUMPER'S POSITION IN ACFT RIGHT DOOR #27	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION					19. NO. JUMPS 8
	<input type="checkbox"/> SEMI-INVERSION	<input type="checkbox"/> INVERSION	<input checked="" type="checkbox"/>	<input type="checkbox"/> CIGARETTE ROLL	<input type="checkbox"/> OTHER (SPECIFY)	
	<input type="checkbox"/> PILOT CHUTE	<input type="checkbox"/> BLOWN SECTION	<input type="checkbox"/>	<input type="checkbox"/> BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE 24-FOOT TROOP RESERVE	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE			

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

After exiting a C-130 with a tight body position, I noticed that my left leg was caught up in the left set of risers and suspension lines. After I freed my leg, the parachute fully opened and I floated safely to the ground. After landing, I was asked if I was okay. I responded yes. I was also asked why I did not pull my reserve. For that I had no answer. I guess I knew the main would work.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Suspect jumper induced incident. Jumper's poor body position and exit may have caused the parachute not to function as prescribed. At this time, it is unknown why the parachute failed to inflate at the appropriate altitude.

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ANALYSIS: 43

WHAT WAS THE MALFUNCTION?

It was a incident of a slow opening.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor body position.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Conduct training on proper exit procedures.
2. Emphasize five points of performance during prejump.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 508 FEET	12. SURFACE WINDS (Knots) 3-5 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Both Jumpers, KEVLAR, LCE Rucksack, Weapon		16. JUMPER'S POSITION IN ACFT J #1 RD J #2 RD	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY J#1 Open Fib J#2 Back Injury		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper #1 and jumper #2 became untangled about 200 feet before landing. Jumper #1's canopy collapsed about 100 feet and the jumpers landed with one parachute.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Bad canopy control of jumpers.

CONTINUED ON NEXT PAGE

ANALYSIS: 44

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not slipping away.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Avoid fellow jumpers in the air.
2. Put more emphasis on adhering to the rules of the air.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 508 FEET	12. SURFACE WINDS (Knots) 3-5 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Jumpers #1 and #2 KEVLAR, LCE		16. JUMPER'S POSITION IN ACFT J # 1 (L) 13 J #2 (R) 9	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS J#1 - 9 J#2 - 20
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Jumper #2 Left Knee Injury		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper #2 was entangled with jumper #1 after he checked his canopy. Jumper #1's foot got caught in Jumper #2's suspension lines. He could not get out of the suspension lines. The jumpers landed with both canopies.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Simultaneous exit.

CONTINUED ON NEXT PAGE

ANALYSIS: 45

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not slipping away.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Avoid fellow jumpers in the air.
2. Put more emphasis on adhering to the rules of the air.

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130 KTS	11. DZ ELEVATION (Feet) 508 FEET	12. SURFACE WINDS (Knots) 3-5 KTS	13. VISIBILITY (Feet/Miles) UNLIMITED
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER KEYLAR, LCE		16. JUMPER'S POSITION IN ACFT J#1 R9 J#2 L9
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION			19. NO. JUMPS J#1 - 22 J#2 - 5
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE	

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper #1 and Jumper #2 exited the aircraft simultaneously. After both jumpers checked their canopy, they became entangled. Jumper #1's legs were caught in Jumper #2's suspension lines. The jumpers landed with both canopies.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

Simultaneous exit.

CONTINUED ON NEXT PAGE

ANALYSIS: 46

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not slipping away.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Avoid fellow jumpers in the air.
2. Put more emphasis on adhering to the rules of the air.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 3097	12. SURFACE WINDS (Knots) 3-4	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER RUCKSACK, FRONT MOUNTED		16. JUMPER'S POSITION IN ACFT 5TH	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 35
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	main - horseshoe res - closed end	
20. TYPE OF RESERVE MC-4 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY Broken left femer		
31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.) Jumper pulled unstable causing lines to tangle on equipment. Jumper cutaway main and reserve was deployed. Three right end cells of the reserve did not inflate and jumper had a slow right turn until he reached the ground. Reserve brake lines were not unstowed. Main pilot parachute was hung up on the jumper's foot or equipment causing a horseshoe malfunction. The broken leg occurred from opening force of main parachute.					
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Main parachute: Jumper pulled in an unstable body position position. Reserve parachute: Jumper did not release brakes which may have cleared the malfunction.					

CONTINUED ON NEXT PAGE

ANALYSIS: 47

WHAT WAS THE MALFUNCTION?

It was an incident of a horseshoe in the canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Pulled while unstable.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Give jumper more training (tunnel).

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 3097	12. SURFACE WINDS (Knots) 3-4 KNOTS	13. VISIBILITY (Feet/Miles) UNLIMITED	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Front mounted rucksack		16. JUMPER'S POSITION IN ACFT 3	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 170
	<input type="checkbox"/> SEMI-INVERSION	<input type="checkbox"/> INVERSION	<input type="checkbox"/> CIGARETTE ROLL	<input type="checkbox"/> OTHER (SPECIFY)	
	<input type="checkbox"/> PILOT CHUTE	<input type="checkbox"/> BLOWN SECTION	<input checked="" type="checkbox"/> BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
Broken steering line at finger trap loop.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)
Jumper deployed main parachute in an unstable body position.

CONTINUED ON NEXT PAGE

ANALYSIS: 48

WHAT WAS THE MALFUNCTION?

Broken steering line.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Wear and tear on the equipment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure jumpers are current.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 274 FEET	12. SURFACE WINDS (Knots) 0-5 KNOTS	13. VISIBILITY (Feet/Miles) CLEAR	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER LCE, Alice Pack, KEVLAR M1950 Weapon Case		16. JUMPER'S POSITION IN ACFT CHALK 3 #19 R/D	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 8
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY Bruised back due to landing on canteens		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

I witnessed both jumpers coming down under full canopy. The higher jumper was oscillating badly when he lowered his equipment. As a result, his alic pack entered the lower jumper's suspension lines and caused the two jumpers to become entangled. Reserves were not activated.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The cause of this malfunction was the inexperience of the higher jumper and not following his second, third and fourth point of performance.

CONTINUED ON NEXT PAGE

ANALYSIS: 49

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Higher jumper lowering equipment..

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Reinterate training to the jumpers.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 274 FEET	12. SURFACE WINDS (Knots) 0-5 KNOTS	13. VISIBILITY (Feet/Miles) CLEAR	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER LCE, ALICE PACK, M1950 WEAPONS CASE, KEVLAR		16. JUMPER'S POSITION IN ACFT JUMPER #39 RIGHT DOOR	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 26
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

I witnessed both jumpers exiting simultaneously and both parachutes were fully inflated. The jumpers were stuck together. Both main parachutes were fully inflated during the entire descent. T-10 reserves were not activated.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The cause of this malfunction was poor intervals between left and right jump doors. As a result, both jumpers exited simultaneously. No injuries to either jumper.

CONTINUED ON NEXT PAGE

ANALYSIS: 50

WHAT WAS THE MALFUNCTION?

It was an incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Exiting the aircraft simultaneously.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Train against jumper hesitation.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FEET	10. ACFT SPEED (Knots) 130 KNOTS	11. DZ ELEVATION (Feet) 328 FEET	12. SURFACE WINDS (Knots) 3-5 KNOTS	13. VISIBILITY (Feet/Miles) 1000 FEET	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER KEVLAR, LCE, M1950 WEAPONS CASE		16. JUMPER'S POSITION IN ACFT 1st - CHALK #4 RIGHT #35 2d - LEFT #27 THIRD PASS	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 25
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Entanglement	
20. TYPE OF RESERVE T-10 Reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY BACK		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The higher jumper slipped into the lower jumper at approximately 350 feet AGL. The jumpers collided and became entangled. At around 75 feet, the jumpers separated and landed.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The higher jumper did not follow the rules of the air and caused the mid air entanglement.

CONTINUED ON NEXT PAGE

ANALYSIS: 51

WHAT WAS THE MALFUNCTION?

It was an incident/entanglement.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper error.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Maintain canopy control during descent.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1250	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 280 FT	12. SURFACE WINDS (Knots) 6-12	13. VISIBILITY (Feet/Miles) 7 MILES	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MAIN, RESERVE, ANKLE BRACES		16. JUMPER'S POSITION IN ACFT #2 12 RIGHT DOOR	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 03
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	HIGH ALT ENT	
20. TYPE OF RESERVE T-10R	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY JUMPER 2 - BRUISES - RELEASED (RETURN TO DUTY)		

31. DESCRIPTION OF MALFUNCTION/FAILURE/DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumpers exited the aircraft and became entangled. The first jumper's canopy collapsed and he fell through the second jumper's suspension lines. The first jumper grasped the second jumper's canopy. At that time the second jumper activated his reserve. The reserve failed to open on the first try. During the second try to inflate his reserve, the canopy appeared to have a Mae West (line over canopy), both jumpers broke free about 75 to 100 feet AGL. Both jumpers landed very hard. The first jumper was not seriously hurt. The second jumper was ground evacuated to the hospital where upon he was released for duty.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The first jumper grasped the canopy of the second jumper. At that time the second jumper activated his reserve using the pull drop method. The reserve failed to open. The first jumper released his hold on the second jumper's canopy upon noticing the second jumper's reserve activated. The second jumper began to grasp his reserve suspension lines to re-deploy his reserve at the same time the first jumper released his hold on the second jumper's canopy. The action by both jumpers resulted in the reserve suspension lines knotting up and causing a Mae West to appear when the reserve canopy began to inflate. The grasping of the second jumper's canopy by the first jumper and the second jumper employing the pull drop method of reserve activation for a total malfunction were the contributing factors to the second jumper's reserve parachute failing to open upon initial activation. This is an incident and not a malfunction.

CONTINUED ON NEXT PAGE

ANALYSIS: 52

WHAT WAS THE MALFUNCTION?

It was an incident/entanglement..

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper error.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Maintain distance during descent.
2. Follow proper entanglement procedures.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 FT AGL	10. ACFT SPEED (Knots) 120 KNOTS	11. DZ ELEVATION (Feet) 377 FEET MSL	12. SURFACE WINDS (Knots) 7 KNOTS	13. VISIBILITY (Feet/Miles) CLEAR	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER RUCK, WEAPON, M1950, KEVLAR, LBE, ANKLE BRACES		16. JUMPER'S POSITION IN ACFT LEFT DOOR ASST JUMPMaster	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	SLOW OPENING	
20. TYPE OF RESERVE 24 FT DIA	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		22. RESULTING INJURY NONE		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

A jumper exiting a C-130 aircraft experienced a slow opening resulting in full canopy inflation at approximately 250 to 300 feet AGL. Reserve deployment was attempted utilizing the pull drop method. Jumper stated that he had "twist everywhere".

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

L shaped tears were created due to D-bag contact with aircraft or contact with personnel equipment. Excessive suspension line twist is normally a symptom of improper exit procedures. Whatever snagged the D-bag caused a twisting motion of the D-bag during deployment sequence. Slow opening from an excessive suspension line twist. Reserve deployment failure was caused when the jumper utilized the wrong reserve deployment method for his particular situation. Overall this appears to be a jumper induced incident.

CONTINUED ON NEXT PAGE

ANALYSIS: 53

WHAT WAS THE MALFUNCTION?

It was an incident of a slow opening.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Impropo body position.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Conduct training on proper exit procedures.
2. Emphasize five points of performance during prejump.

**SUMMARY OF
SUPPLY AND EQUIPMENT DROPS**

1ST TRIANNUAL CY 97

	PLATFORM LOAD		SINGLE CONTAINER		CDS		LAPE		TOTAL	
Number of Drops	1315		885		1303		0		3503	
Number of Malfunctions	18		2		11		0		31	
Percentage of Malfunctions	1.3		0.2		0.8		0		0.9	
Malfunction Phases:	IP	EF	IP	EF	IP	EF	IP	EF	IP	EF
Extraction	7	2	1	1	3	1	0	0	11	4
Deployment-Recovery	4	3	0	0	3	2	0	0	7	5
Release	1	1	0	0	2	0	0	0	3	1

IP-Incorrect Procedures

EF-Equipment Failure

**SUMMARY OF
PERSONNEL PARACHUTE JUMPS**

1ST TRIANNUAL CY 97

		C-130	C-141	OTHER	TOTAL
Nonmaneuverable	Number of Deployments	8,248	653	4,961	13,862
	Number of Malfunctions	9	4	0	13
	Percentage of Malfunctions	0.01	0.06	0	0.07
Maneuverable	Number of Deployments	35,141	26,048	2,072	63,261
	Number of Malfunctions	0	0	0	0
	Percentage of Malfunctions	0	0	0	0
Free-Fall	Number of Deployments	3,260	117	2,368	5,745
	Number of Malfunctions	5	0	4	9
	Percentage of Malfunctions	0.02	0	0.02	0.02
Total	Number of Deployments	46,649	26,818	9,401	82,868
	Number of Malfunctions	14	4	4	22
	Percentage of Malfunctions	0.03	0.01	0.04	0.011

**SUMMARY OF
PERSONNEL PARACHUTE MALFUNCTIONS**

1ST TRIANNUAL CY 97

	NON- MANUEVERABLE		MANUEVERABLE		FREE-FALL		RESERVE	
		*		*		*		*
Number of Deployments	13,862		63,261		5,745		12	
Number of Malfunctions	12	*	1	*	9	*	0	
Towed Jumper	0		0		0		0	
Broken Static Line	0		0		0		0	
Entanglement	8	*	1	*	0		0	
Failed to Inflate	0		0		0		0	
Inversion	0		0		0		0	
Pilot Chute	0		0		0		0	
Semi-Inversion	1		0		0		0	
Suspension Lines	0		0		1		0	
Other	3		0		8		0	
Percentage of Malfunctions	0.09		0.01		0.02		0	
Fatalities	0		0		0		0	

*Injuries

**INJURIES OCCURRING ON PARACHUTE OPERATIONS
AS REPORTED ON DA FORM 285**

4TH QUARTER CY 96

	C-130	C-141	UNKNOWN	TOTAL
PLF-Related Injuries	12	6	25	43
Main Malfunction	0	0	0	0
Misrouting of Static Line	0	0	1	1
Entanglements	0	1	3	4
Tree Landings	1	1	3	5
In Aircraft	1	0	1	2
Hazards on Drop Zone	0	0	0	0
Other	0	0	2	2
Insufficient Information	0	0	3	3

**INJURIES OCCURRING ON PARACHUTE OPERATIONS
AS REPORTED ON DA FORM 285**

1ST QUARTER CY 97

	C-130	C-141	UNKNOWN	TOTAL
PLF-Related Injuries	3	4	17	24
Main Malfunction	0	0	0	0
Misrouting of Static Line	0	0	0	0
Entanglements	0	0	1	1
Tree Landings	0	0	0	0
In Aircraft	0	0	0	0
Hazards on Drop Zone	0	0	0	0
Other	0	0	0	0
Insufficient Information	0	0	0	0

AIRCRAFT MALFUNCTIONS

These malfunction reports are not included in the statistical data nor reflected in the percentage of malfunctions. All aircraft systems malfunctions which may have led to an abort or no-drop are constantly reviewed and analyzed for repeat or recurring trends and solutions. Corrective actions are recommended through Air Force maintenance systems.

PERSONNEL DROPS	
Improperly operating doors or ramps	0
Static line retriever	1
SUPPLY AND EQUIPMENT DROPS	
Rail locks	2
Improperly operating ADS	0
Improperly operating doors or ramps	0
Release mechanism	2
Electrical system	0
CONTAINER DROPS	
Rollers	1
Type XXVI gate	3
Static line retriever	1
TOTAL	9

TAR&M/SA VOL I

HOT POOP

The 57 foot centering line issue is being addressed by Natick (CW3 Snoddy).

AR 59-4 and AR 750-32 will be on the streets 1st Quarter FY 98.

Air Items Management responsibilities have moved to Soldiers Systems Command, Natick, MA. The point of contacts will be established.